

D E S O T O C O U N T Y , M I S S I S S I P P I

THE DEVELOPMENT FRAMEWORK PLAN

THE DEVELOPMENT FRAMEWORK PLAN PREPARED BY



G R E S H A M
S M I T H A N D
P A R T N E R S

M A Y 2 0 1 3

Contents

Overview	1
Sector Plans	3
DELTA SECTOR	5
NEWTOWN WEST SECTOR	9
HERNANDO/I-55 SECTOR	13
EASTERN CORRIDOR SECTOR	17
RIVER CORRIDORS SECTOR	21



OTHER DOCUMENTS IN THE STEWARDSHIP PLAN INCLUDE:

EXECUTIVE SUMMARY
 THE CORRIDOR COMPASS
 STRATEGIC PLAN
 PLACETYPE GUIDELINES
 PUBLIC FACILITIES PLANNING GUIDE
 IMPLEMENTATION GUIDE

BACKGROUND REPORTS:

PEOPLE AND MARKET
 BUILT AND NATURAL ENVIRONMENT
 CASE STUDIES AND LESSONS LEARNED

PAGE INTENTIONALLY LEFT BLANK



Overview

The [Development Framework Plan](#) addresses the geographically specific recommendations for the *Stewardship Plan*. A set of recommendations for the strategic topical goal areas is presented for each of four sectors. The recommendations are customized to the targeted development focus for that sector. The recommendations provide a framework against which the county can evaluate development proposals and determine the suitability of a given proposal within the corridor. The Development Framework Plan will also provide predictability to land owners and developers regarding what kinds of development would be suitable in the corridor. Furthermore, this plan will help prioritize investment of public resources in a fiscally responsible manner.

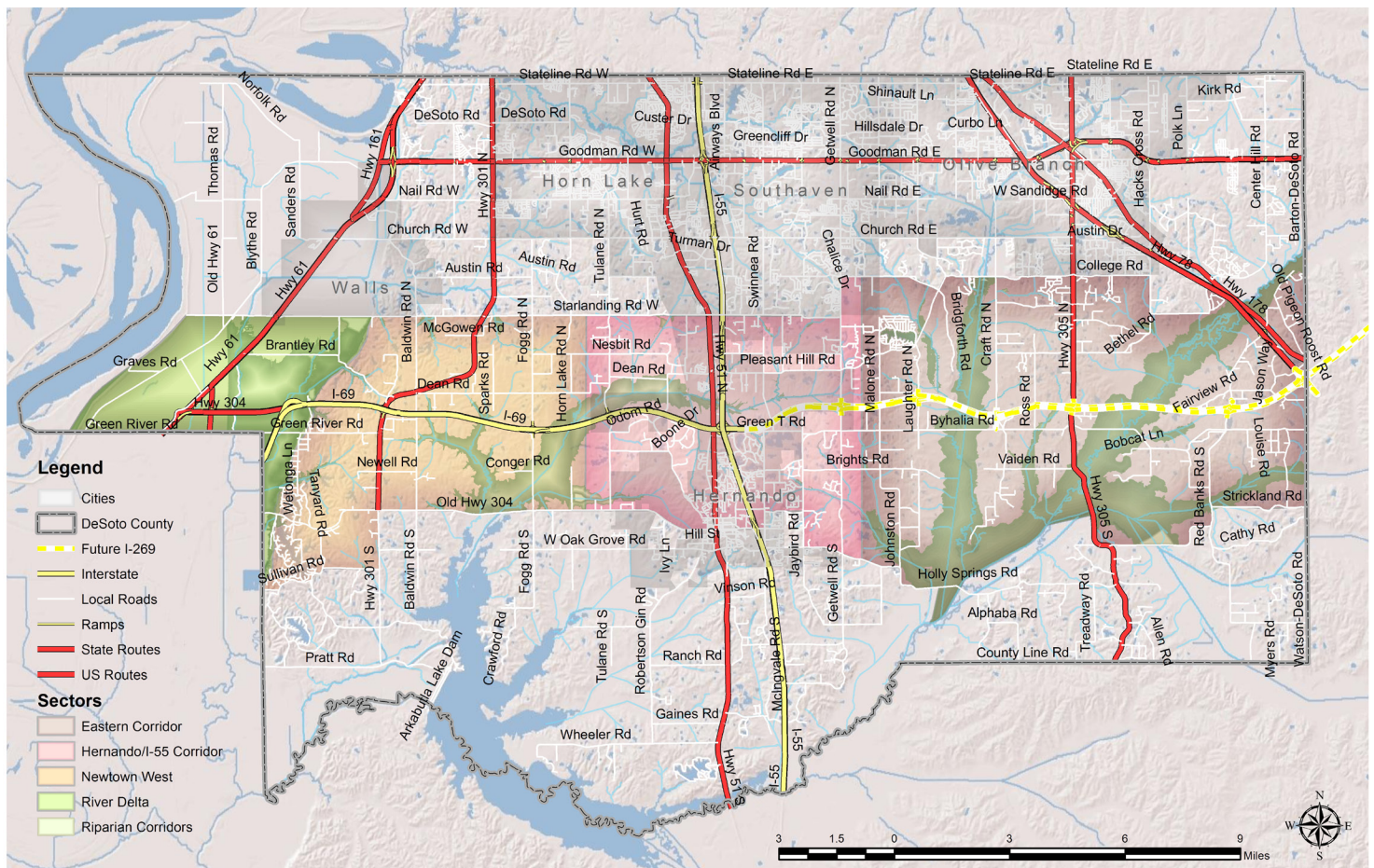
Throughout history people have built homes and communities in new places as they become more accessible. The completion of I-69/I-269 as an international trade corridor and as a bypass to the Memphis Region will provide access to new places, changing the long-term prospects for the corridor in DeSoto County from what tradition has dictated toward what the future will hold. The county has an opportunity now to identify the framework around which this development will happen to shape the future character and quality of life in the corridor for generations to come. In many ways this Stewardship Plan is that framework, bringing together the thoughts, plans, and potential from the various agencies, land owners, and the community to identify what the future will look like and how the corridor will develop over the long-range.

The *Development Framework Plan* is comprised of two major components, the overall Development Framework Plan which identifies the systems and infrastructure around which development will occur (built and natural) and the various sectors of the corridor where development pressures are anticipated to have different characteristics and influences.

The development framework includes: Existing and planned sanitary sewer infrastructure, existing and planned potable water infrastructure, existing and planned roads, railroads, airports, rivers and bike and pedestrian corridors, existing development patterns, and future values and abilities of generations of residents and employers, many of the factors that contribute to the quality of life enjoyed in the corridor. The framework is based on existing plans for the expansion and modification to the county's infrastructure. The next step for the county will be to approach the development framework in a comprehensive analysis that assesses future goals and vision and makes adjustments to these networks and systems to account for those future goals.

Sector Plans

The Development Framework Plan divides the corridor into five sectors and the sector plans illustrate where the framework elements intersect, and what the development focuses can be in each sector of the corridor. The Development Framework Plan is a combination of the five Sector Plans which also identify the appropriate development forms (Placetypes) described in the *Placetype Guidelines*.



PAGE INTENTIONALLY LEFT BLANK

DELTA SECTOR



AREA SQUARE MILES/ACRES

19 sq. miles/12,160 acres

PRIMARY EXISTING CHARACTER

This sector includes the entirety of the delta in the corridor. The primary existing character is of rural agricultural landscapes with low density residential. Road intersections are infrequent and suitable for rural and agricultural travel and movement of agricultural produce. The natural geology in the Mississippi River delta provides naturally fertile soils making this area prime for agricultural production.

DEVELOPMENT FOCUS

Development in this area should continue to focus on agricultural production and supportive industrial development. Areas around Lake Cormorant and Highway 61, offer opportunities to tie into the Blues Heritage Trail, Mississippi River access, and the location between Tunica and Memphis to attract some travel generated economic development. Reserving opportunities to establish public and private partnerships to develop a river port in this area should be explored. Proposed development outside of these recommendations may be considered as Development of County Significance and should be reviewed for impacts and serviceability when found to provide significant benefits to the community.

PREDOMINANT NATURAL FEATURES

Mississippi River Delta, Floodplain, Prime Agricultural Soils

State of Arkansas; Tunica County, MS; City of Walls, MS

ADJACENT JURISDICTIONS

U.S. Highway 61, Old Highway 61, 304, 731, Banks Road, Green River Road, Star Landing, and Brantley Road

PRIMARY TRANSPORTATION CORRIDORS

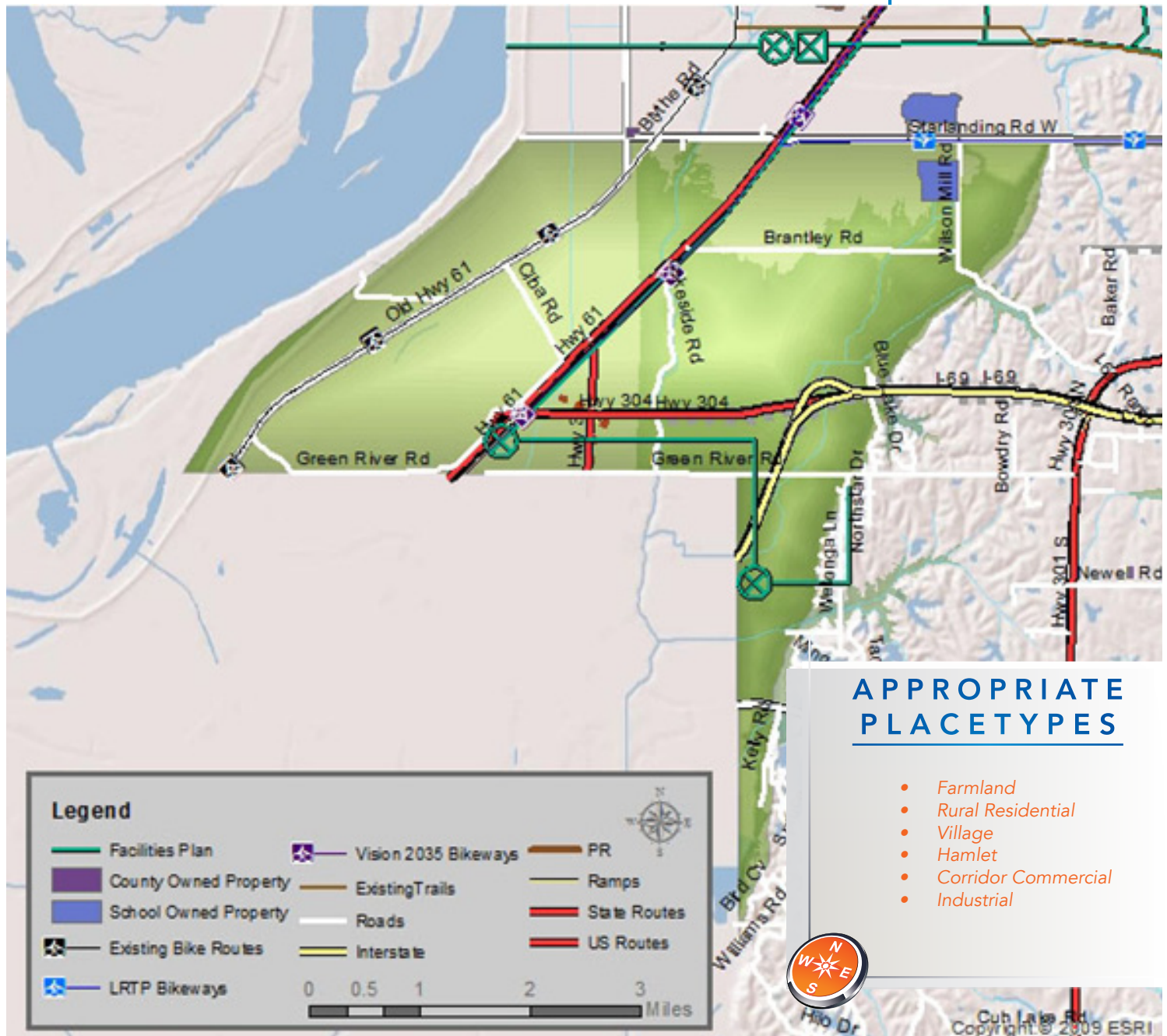
I-69/U.S. 61 and I-69/713

HIGHWAY INTERCHANGES

Planned-A Force Main is proposed following U.S. 61 and roughly along Green River Road

AVAILABILITY OF SANITARY SEWER

Walls Water Association Inc. (Most of the Sector)
 North Mississippi Utility Company (Second Largest Area)
 Days Water Association (Small portion in northeast point)



ECONOMIC DEVELOPMENT & JOB CREATION RECOMMENDATIONS

There are three major components to the economic development and job creation recommendations for the Delta Sector.

1. Identify agricultural related industries and businesses that can be built in the area while maintaining agriculture as a viable component of the county's economy. These opportunities may present themselves as transportation hubs for agricultural produce (ports and rail), process and packaging of agricultural goods, and local sales of goods to local restaurants, groceries, and residents through farm markets and other direct source retail or wholesale.
2. Identify and encourage business development along the old Highway 61 Corridor that can attract business from travelers between Memphis and Tunica.
3. Reserve future potential for development of a river port and/or other significant industrial developments.

INFRASTRUCTURE & FACILITIES RECOMMENDATIONS

The specific recommendations for infrastructure and facilities in the Delta include:

1. Maintain adequate road capacity for agricultural supportive industry and production.
2. Employ access management standards along Highway 61 to allow moderate commercial and industrial development along the corridor.
3. Identify a strategy for future development of a river port and supportive industrial development and the necessary transportation infrastructure to move goods from the port inland.
4. Target sewer and water services near the Highway 61 corridor to promote active agriculture throughout the sector and development activities near Highway 61.
5. Conduct a Development of County Significance review process to assess benefits and impacts of large-scale developments in other areas of the Delta Sector. When proposed developments are found by the planning commission, county departments, and board of supervisors to provide a net benefit to the community (for example by creating significant new jobs, increased revenue, diverse housing options, maintenance of road way levels-of-service) and not require unattainable public facility investments, they should be considered in the county's best interest for approval.



COMMUNITY CHARACTER & LAND USE RECOMMENDATIONS

The specific community character and land use recommendations for the Delta include:

1. Retain as much agriculturally active farmland as possible by maintaining large unsubdivided land areas to capitalize on the high quality soils in the Delta.
2. Focus commercial and industrial development along Highway 61 where utility services are or will be available. This may be updated as future facility plans are updated and refreshed.
3. Allow for low and moderate density residential development with rural character in villages, particularly near Walls and the Lake Cormorant School site.
4. New towns with higher residential densities and supportive commercial use

PUBLIC SAFETY, HEALTH AND WELFARE RECOMMENDATIONS

The specific public safety, health, and welfare recommendations for the Delta Sector include:

1. Observe FEMA and other floodplain management and development guidelines to protect life and property in areas with increased flood potential.
2. Utilize access management standards and land use plans to maintain safe travel conditions in the sector and prevent conflicting uses.
3. Monitor and maintain adequate safety services (fire/police) in conjunction with growth.
4. Encourage local food production and consumption to be both supportive of the local economy as well as energy efficient.

DEVELOPMENTS OF COUNTY SIGNIFICANCE

The Delta Sector may experience growth pressures that the county or this plan cannot foresee because of the large size of the corridor study area and the unpredictability of the real estate market. For this reason the development of land in close proximity to planned/existing highway and sanitary sewer infrastructure is more easily supported and would conform to the guiding principles of this plan. However, should a land owner or developer in other areas of the Delta find a beneficial development option for land not currently planned for services, a Development of County Significance review process should be conducted by the county to assess the benefits and impacts of the proposed development to consider it for approval.

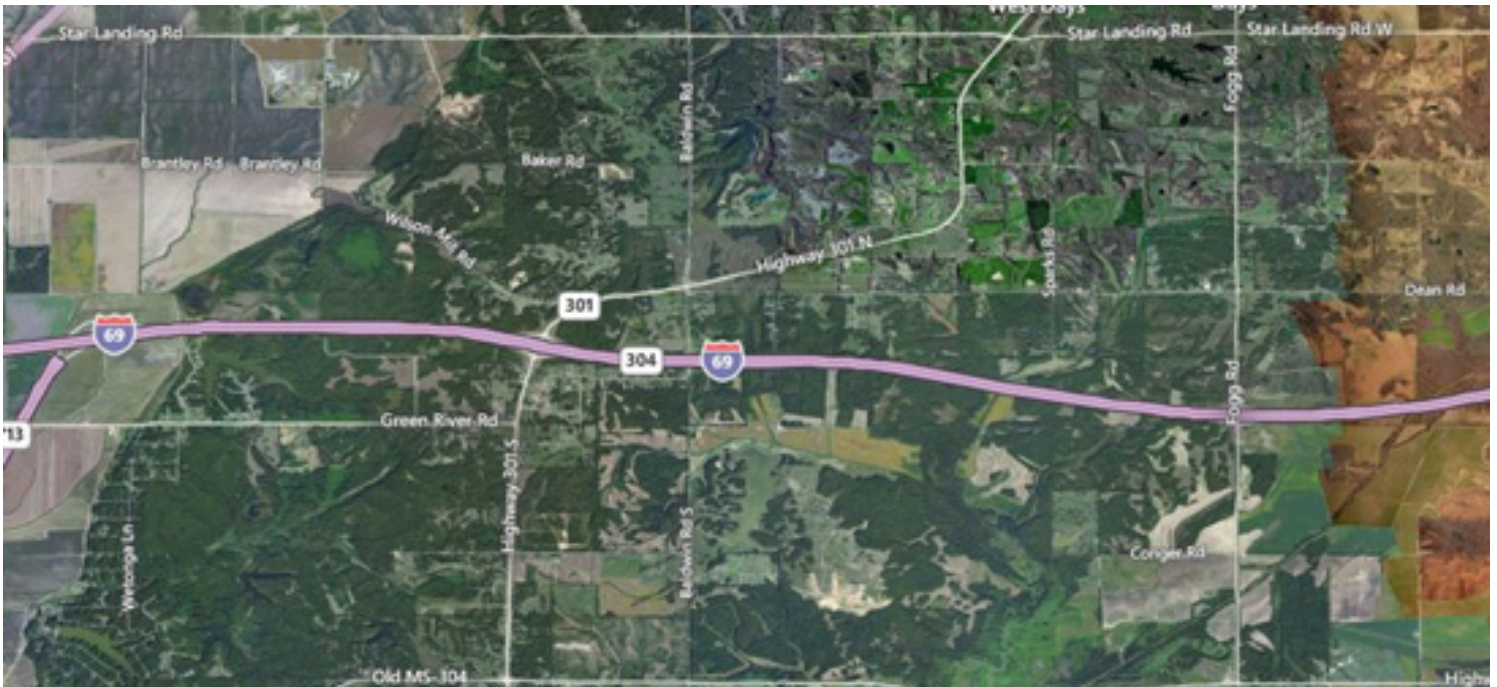
(See the DoCS in The Implementation Guide.)



PAGE INTENTIONALLY LEFT BLANK

S E C T O R P L A N S

NEWTOWN WEST SECTOR



AREA SQUARE MILES/ACRES

39.9 sq. miles/25,300 acres

PRIMARY EXISTING CHARACTER

This sector includes the western portion of I-69 and runs from the Delta bluff east past Fogg Road. The area is sparsely developed with the predominant feature being significant wooded areas interspersed with some agriculture and larger lot residential subdivisions. The local road system is still primarily the rural highways with greater frequency in the northern half of the sector between Baldwin Road which has more residential developments. Panther Creek, the lake east of Baldwin Road S., and the northern portions of Arkabutla Lake contribute to the existing character (See the River Sector).

DEVELOPMENT FOCUS

The focus for development in this area should be on preserving a small town rural lifestyle in conservation subdivisions, villages and large lot residential neighborhoods, with opportunities to create a new town near the intersection of Highway 301 S. and Old MS 304. The town style development should incorporate a major employment component with suggestions for a multi-function expo center or employment park. Development should seek to preserve and incorporate wooded areas into the development, particularly along the existing highways.

PREDOMINANT NATURAL FEATURES

Wooded areas, the bluff and views, and the Panther Creek River Corridor

ADJACENT JURISDICTIONS

Tunica County, MS; City of Walls, MS

PRIMARY TRANSPORTATION CORRIDORS

Star Landing Road, Highway 301, Old MS 304, Green River Road, Baldwin Road, Sparks Road

HIGHWAY INTERCHANGES

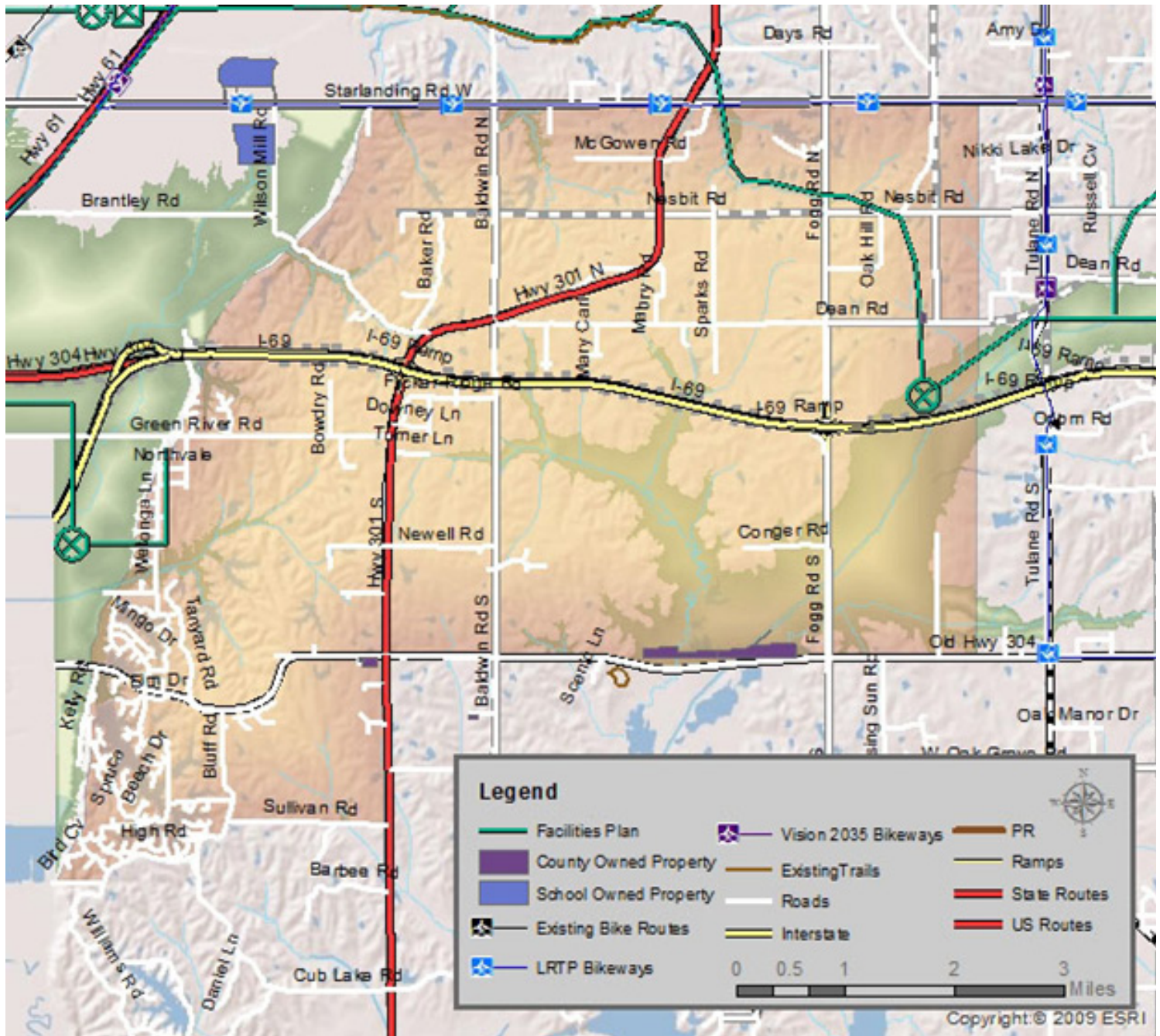
I-69/ Highway 301, I-69/Fogg Road

AVAILABILITY OF SANITARY SEWER

Planned-A Gravity Main is proposed at the perimeter of the area via gravity feed.

WATER SERVICE DISTRICT(S)

Days Water Association (North of I-69)
North Mississippi Utility Company (West of 301)
The remainder of the sector is not in a Water Service District.



ECONOMIC DEVELOPMENT & JOB CREATION RECOMMENDATIONS

The specific recommendations for economic development and job creation in the Newtown West Sector are:

1. Encourage high utilization of accessible land around the Fogg Road interchange with a town center style mixed use development, to integrate a business district into a complete development of a “new town”.
2. Encourage mixed use industrial, office and business districts at Star Landing Road and 301, and South of I-69 east of Baldwin Road.
3. Neighborhood commercial and smaller hamlets should be developed to provide retail and service businesses to local residents.

INFRASTRUCTURE & FACILITIES RECOMMENDATIONS

The specific recommendations for infrastructure and facilities in the Newtown West include:

1. Provide adequate public facilities including utilities, communications, and local roads to support development of compact higher intensity business development in the targeted areas.
2. Provide adequate school capacity for anticipated residential growth in this sector by considering new school sites in the development pattern and approval south of I-69.
3. Locate fire and EMS stations in the sector both north and south of I-69 to adequately serve new development.
4. Use access management standards to regulate development form and road function on county and state routes. Use parallel access roads, interconnected local road networks, and shared access to larger developments.

COMMUNITY CHARACTER & LAND USE RECOMMENDATIONS

The specific community character and land use recommendations for the Newtown West Sector include:

1. Avoid strip or corridor commercial development patterns with small or medium frontage lots along existing state and county roads. Instead promote districts of commercial development with an internal road system using access management and development design to maintain or improve the movement of traffic on major thoroughfares—particularly within one-mile of highway interchanges. (See Neighborhood Commercial, Hamlet, Mixed Use Business/Town Centers for preferred development forms.)
2. Encourage subdivisions to have interconnected roadways with multiple access points onto the county network.
3. Encourage mixed-use master planned developments that include business districts, a variety of housing types in traditional neighborhoods, multi-family, conservation subdivisions and rural residential, public facilities, and open spaces to encourage walking, job creation, and housing choices.
4. Encourage suburban style neighborhoods with support services in the northern part of the sector.
5. Encourage the most intense land use near the interchange of Fogg Road and I-69 and gradually decrease the density as development approaches the River Corridor or farmland.

PUBLIC SAFETY, HEALTH AND WELFARE RECOMMENDATIONS

The specific public safety, health, and welfare recommendations for the Newtown West Sector include:

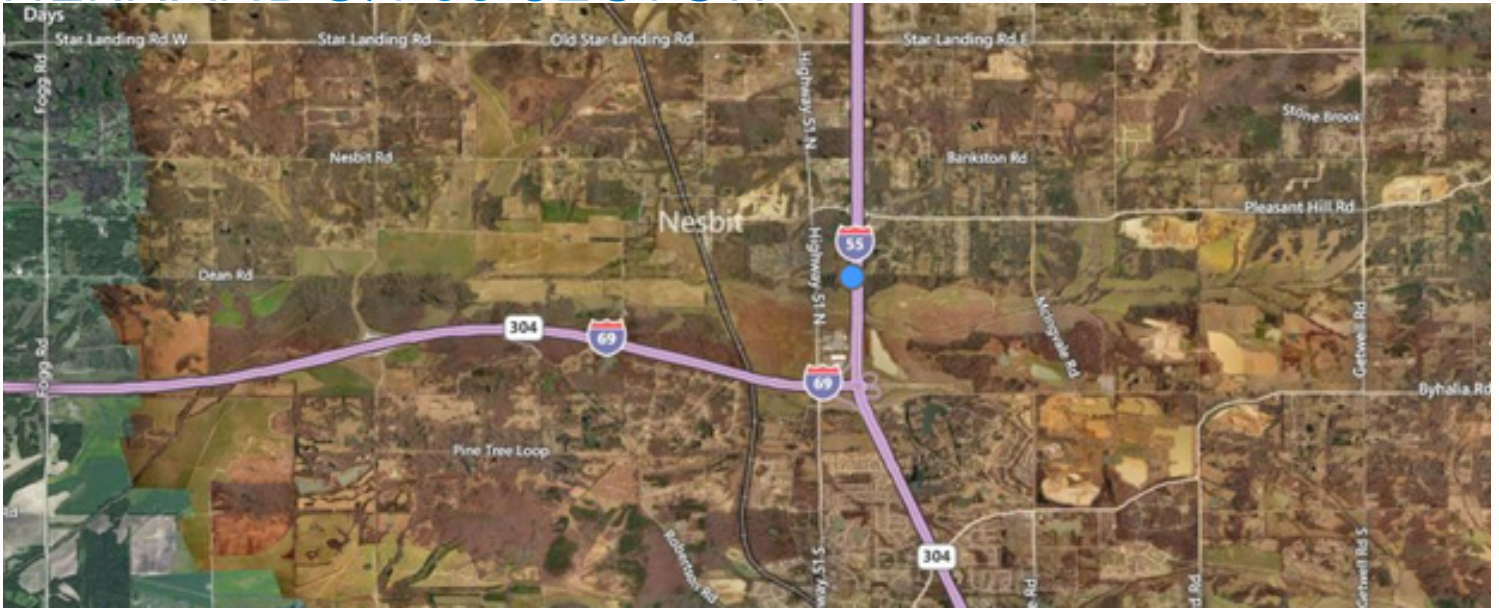
1. When mixed-use development occurs it should incorporate all essential public services including but not limited to parks and recreational spaces, schools, and fire/EMS stations.
2. To the maximum extent possible development patterns should concentrate development on smaller lots in areas without tree cover and not along river corridors. Special development regulations can be designed to allow for smaller lots as a trade for the preservation of sensitive natural features. (See Conservation Subdivisions.)
3. Encourage energy efficient design and promote the use of solar or wind energy within developments.
4. Encourage alternative fuel provision and electric charging stations in residential and commercial development.

APPROPRIATE PLACETYPES

- *Natural Landscapes*
- *Farmland*
- *Rural Residential*
- *Village*
- *Conservation Subdivision*
- *Traditional Neighborhood*
- *Suburban Neighborhood*
- *Multi-Family Residential*
- *Neighborhood Commercial*
- *Mixed Use Business / Town Center*
- *Special Districts / Campus*
- *Industrial*



HERNANDO/I-55 SECTOR



AREA SQUARE MILES/ACRES

39.6 sq. miles/25,320 acres

PRIMARY EXISTING CHARACTER

This sector has the most development and urban character of the sectors with the City of Hernando's development pattern being predominant. Other notable landscapes include moderately wooded areas with suburban and rural residential neighborhoods and recreation areas. The area has several natural and man made lakes which serve as focal points for residential developments. The existing local road network is more intense in the central parts of Hernando and spreads out closer to the perimeters of this sector.

DEVELOPMENT FOCUS

As the central urban area in the corridor and the intersection of I-55 and I-69/I-269, the development focus in this area should be to expand the residential character of Hernando's traditional neighborhoods, and focus economic development on high employment generating uses that benefit from high visibility and accessibility from the highways and airport. Key challenges in this area will be inter-jurisdictional coordination, development of a major thoroughfare plan for local roads, and targeted economic development sites.

PREDOMINANT NATURAL FEATURES

Hurricane Creek corridor, predominance of scattered man made and naturally formed ponds and lakes.

ADJACENT JURISDICTIONS

Southaven, Hernando

PRIMARY TRANSPORTATION CORRIDORS

Highway 51, Star Landing Road, Nesbit Road, Pleasant Hill Road, Highway 304, Byhalia Road, Holly Springs Road, Tulane Road, McIngvale Road, Jaybird Road, and Getwell Road

HIGHWAY INTERCHANGES

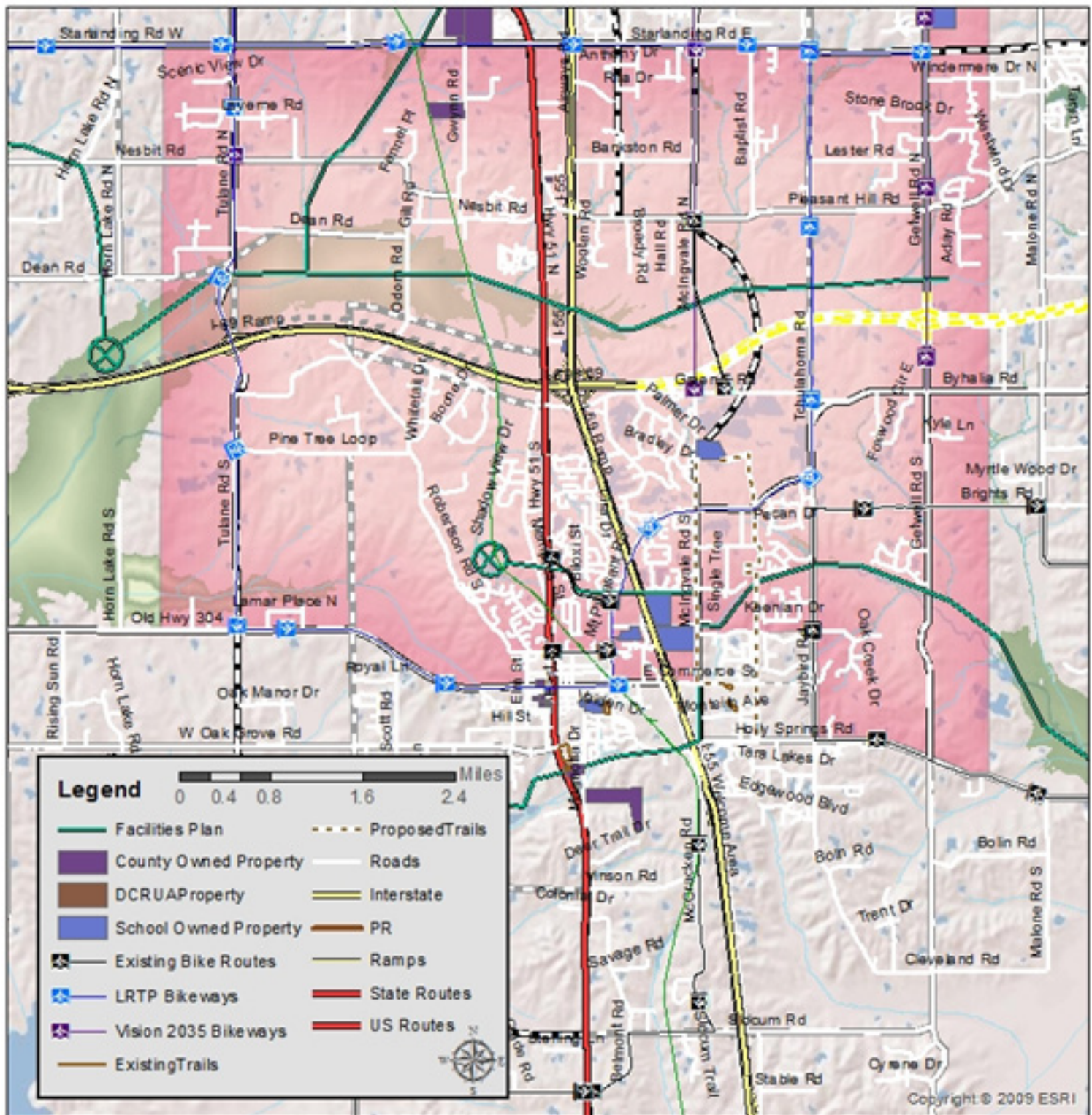
I-69/I-269 with I-55 (no local access), I-69/Tulane Road; I-269/Getwell Road (Future); I-55/Pleasant Hill Road; and I-55/Commerce Street

AVAILABILITY OF SANITARY SEWER

Existing in Hernando, Planned-Gravity line following Hurricane Creek

WATER SERVICE DISTRICT(S)

Walls Water Association Inc. (Most of the Sector)
North Mississippi Utility Company (Second Largest Area)
Days Water Association (Small portion in northeast point)



Map 4: Hernando/I-55 Sector Plan

ECONOMIC DEVELOPMENT & JOB CREATION RECOMMENDATIONS

The specific recommendations for economic development and job creation in the Hernando/I-55 Sector are:

1. Establish corporate and mixed use business parks with access off of U.S. 51, in the northwest quadrant of the I-55/I-69/I-269 interchange.
2. Establish a town center or regional scale commercial and business district at the Getwell Road interchange, within a mixed use context that supports traditional neighborhoods, multi-family housing and suburban neighborhoods. Focus commercial growth in a district, not in strip commercial along Getwell Road. (See the Highway Interchange Placetype.)
3. Encourage business development and infill in existing business districts within Hernando.

INFRASTRUCTURE & FACILITIES RECOMMENDATIONS

The specific recommendations for infrastructure and facilities in the Hernando/I-55 Sector include:

1. Provide adequate public facilities including utilities, communications, and local roads to support development of compact higher intensity business development in the targeted areas. Capitalize on sewer and water, and fiber optic utility availability along Hurricane Creek to develop more intensely where service is available.
2. Provide adequate school capacity for anticipated residential growth in this sector by considering new school sites in the development pattern particularly east of I-55.
3. Locate fire and EMS stations in the sector both north and south of I-69 in areas of significant business and residential growth. Monitor the call response time and capacity of the existing station located along Route 51 north of I-69 as the commercial and residential population in this area increase.
4. Prepare a detailed study of future development patterns and local thoroughfares and prepare a local thoroughfare plan. Lack of highway interchanges for a one mile radius will require improvements to local roadways to move goods.
5. Use access management standards to regulate development form and road function on county and state routes. Use parallel access roads, interconnected local road networks, and shared access to larger developments. Use the major thoroughfare plan to reserve rights-of-way during private development to ensure adequate access and traffic flow.
6. Encourage complete street design and implementation of the Greenway and Trail Plans to facilitate multi-modal transportation availability in and near Hernando.

APPROPRIATE PLACETYPES

- Natural Landscapes
- Farmland
- Rural Residential
- Village
- Conservation Subdivision
- Traditional Neighborhood
- Suburban Neighborhood
- Multi-Family Residential
- Neighborhood Commercial
- Mixed Use Business / Town Center
- Special Districts / Campus
- Industrial



COMMUNITY CHARACTER & LAND USE RECOMMENDATIONS

The specific community character and land use recommendations for the Hernando/I-55 Sector include:

1. Preserve the character and integrity of the traditional development in Hernando, by adopting joint area plans with the city to preserve and expand the existing development pattern so new growth fits with the context of Hernando. This is particularly important south of I-69/I-269.
2. Encourage suburban neighborhoods with support services in the northern part of the sector.
3. Establish regional/corporate level business districts and neighborhood business districts as focal points for residential neighborhoods. Discourage frontage development and strip commercial along major corridors.
4. Encourage subdivisions to have interconnected roadways with multiple access points onto the county network. (See Public Facilities Planning Guide.)
5. Look for long-range redevelopment options for the gravel pits and mining operations located west of Getwell Road.
6. Encourage the most intense land use near the interchange of Getwell Road and I-269 and gradually decrease the density and intensity as development approaches the River Corridors and farmland.
7. Employ a transition in residential lot sizes so smaller lots are not located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development.
8. Encourage a mixed use or master planned development centered around the Getwell Road interchange. The development should incorporate a regional scale business district at its

PUBLIC SAFETY, HEALTH AND WELFARE RECOMMENDATIONS

The specific public safety, health, and welfare recommendations for the Hernando/I-55 Sector include:

1. When mixed-use development occurs it should incorporate all essential public services including but not limited to parks and recreational spaces, schools, and fire/EMS stations.
2. To the maximum extent possible, development patterns should concentrate development on smaller lots in areas without tree cover, wetlands, or in River Corridors. Special development regulations can be designed to allow for smaller lots as a trade for the preservation of sensitive natural features. (See Conservation Subdivisions in the Implementation Guide.) Particular focus should be placed on maintaining the green network as proposed in the *Greenways and Trails Master Plan*.
3. Encourage energy efficient design and promote the use of solar or wind energy within developments.
4. Encourage alternative fuel provision and electric charging stations in residential and commercial development.

S E C T O R P L A N S

EASTERN CORRIDOR SECTOR



AREA SQUARE MILES/ACRES

78.3 sq. miles/50,120 acres

PRIMARY EXISTING CHARACTER

This sector has a significant amount of existing residential development, notably the Community of Lewisburg which is a rural type village situated near the intersection of 304/Byhalia Road and 305. The area north of Byhalia Road is characterized by large suburban and rural subdivision neighborhoods of various eras, with many recent subdivisions still under construction and development. The landscape is rolling and some of the natural and man made ponds continue in this sector. The Coldwater River and its tributaries including the Camp Creek Canal divide the sector into three sub areas.

DEVELOPMENT FOCUS

Recent development trends indicate that this sector is experiencing significant residential development pressures. Facilities and economic development efforts should focus on providing residentially compatible amenities and services. With growing residential populations, demand for education, health care, retail, and office/research facilities will be complementary. Significant focus should be placed on preserving the rural village character of Lewisburg and maintaining the Coldwater River system in a natural state suitable for recreation and eco-tourism. (See River Corridors Sector.)

NATURAL FEATURES

Coldwater River and its tributaries, wooded areas interspersed with open fields and agriculture.

ADJACENT JURISDICTIONS

Southaven, Olive Branch, Marshall County, MS

PRIMARY TRANSPORTATION CORRIDORS

Pleasant Hill Road/College Road, Byhalia Road/304, Holly Springs Road, Bethel Road, Craft Road, Ross Road, Highway 305, Red Banks Road, U.S. 78, and Highway 178.

HIGHWAY INTERCHANGES

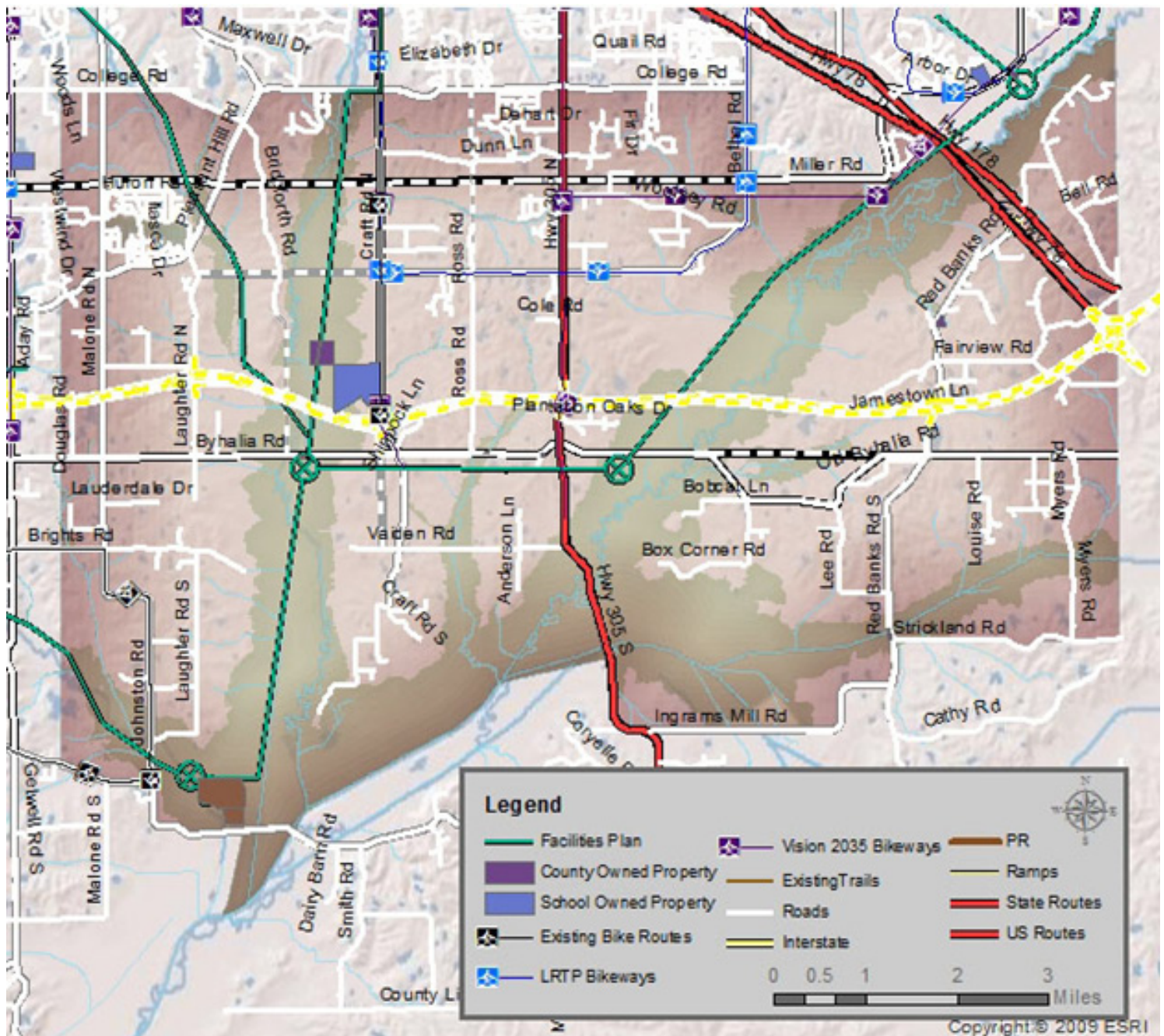
Existing-U.S. 78/Bethel Road, U.S. 78/Red Banks Road/Highway 178. Planned-I-269/Laughter Road, I-269/Craft Road, I-269/305, I-269 Red Banks Road, and I-269/U.S. 78.

AVAILABILITY OF SANITARY SEWER

Existing-Gravity and force mains following Camp Creek Canal; Planned-Force and gravity mains from Lewisburg along 304 to the Coldwater River north to 78.

WATER DISTRICT(S)

Pleasant Hill Water District (Northwest), North Mississippi Utility Company (Southwest), Lewisburg Water Association (Central), Fairhaven (small area near Olive Branch), City of Byhalia (Small area at Marshal County Line); Southeast not in a district.



Map 5: Eastern Corridor Sector Plan

ECONOMIC DEVELOPMENT & JOB CREATION RECOMMENDATIONS

The specific recommendations for economic development and job creation in the Eastern Corridor Sector are:

1. Facilitate the development of a research, medical, or educational campus in the vicinity of Highway 178 near the interchange with I-269.
2. Encourage town center and neighborhood scale commercial to serve local residents.
3. Continue developing educational programs in local high schools and technical schools to provide workforce training within this residential area.
4. Identify appropriate sites in the vicinity of Laughter Road for institutional or research focus business parks or employment zones which are compatible with and supportive to the residential character of this sector.

INFRASTRUCTURE & FACILITIES RECOMMENDATIONS

The specific recommendations for infrastructure and facilities in the Eastern Corridor Sector include:

1. Provide adequate public facilities including utilities, communications, and local roads to support development of medical, research, and service business development in the targeted areas.
2. Improve the local water distribution systems where necessary to support commercial levels of fire suppression adequate for targeted sectors.
3. Provide adequate school capacity for anticipated residential growth in this sector by considering new school sites in conjunction with any larger scale residential developments.
4. Locate fire and EMS stations in the sector both north and south of I-269 in areas of significant business and residential growth.
5. Prepare a detailed study of future development patterns and local thoroughfares and prepare a local thoroughfare plan.
6. Use access management standards to regulate development form and road function on county and state routes. Use parallel access roads, interconnected local road networks, and shared access to larger developments. Use the major thoroughfare plan to reserve rights-of-way during private development to ensure adequate access and traffic flow.
7. Encourage complete street design and implementation of the Greenway and Trail Plans to facilitate multi-modal transportation availability in and near Hernando.



COMMUNITY CHARACTER & LAND USE RECOMMENDATIONS

The specific community character and land use recommendations for the Eastern Corridor Sector include:

1. Preserve the character and integrity of the village-like pattern in Lewisburg, by adopting area plans and special development standards to preserve and expand the existing development pattern so new growth fits with the context of the established settlement.
2. Encourage suburban neighborhoods as infill development compatible with the existing neighborhoods in the northern part of the sector.
3. Establish regional/corporate level business districts with a focus on office or research enterprises.
4. Promote town center mixed use development at the area around I-269 interchange with Route 78.
5. Promote neighborhood business districts as focal points for existing and future residential neighborhoods. Discourage frontage development and strip commercial along major corridors.
6. Encourage village style residential, traditional neighborhoods, conservation subdivisions, and rural residential in areas adjacent to the River Corridors and at the interchanges. Establish full communities with a suburban/rural character that provide services and employment opportunities that are consistent with the residential character of the sector.
7. Encourage subdivisions to have interconnected roadways with multiple access points onto the county network. (See Public Facilities Planning Guide.)
8. Encourage the most intense land uses near the interchange of 78 and I-269 and gradually decrease the density and intensity as development approaches the River Corridors, farmland, and existing residential neighborhoods.
9. Employ a transition in residential lot sizes in new subdivisions so smaller lots are not located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development.
10. Encourage a mixed use or master planned development centered around the 78/I-269 interchange with potential for regional scale commercial and retail with high quality multi-family housing. The development should incorporate a regional scale business district at its core and transition out to incorporate mixed use buildings and multi-family with traditional neighborhood development.
11. Promote conservation style subdivisions to maintain the semi-rural residential qualities of this area while reserving significant natural features particularly along the Coldwater River.
12. Encourage subdivision and development practices that integrate open spaces and recreation spaces into development design, to allow for growth and preservation of important natural landscapes.

APPROPRIATE PLACETYPES

- *Natural Landscapes*
- *Farmland*
- *Rural Residential*
- *Village*
- *Conservation Subdivision*
- *Traditional Neighborhood*
- *Suburban Neighborhood*
- *Multi-Family Residential*
- *Neighborhood Commercial*
- *Mixed Use Business / Town Center*
- *Special Districts / Campus*



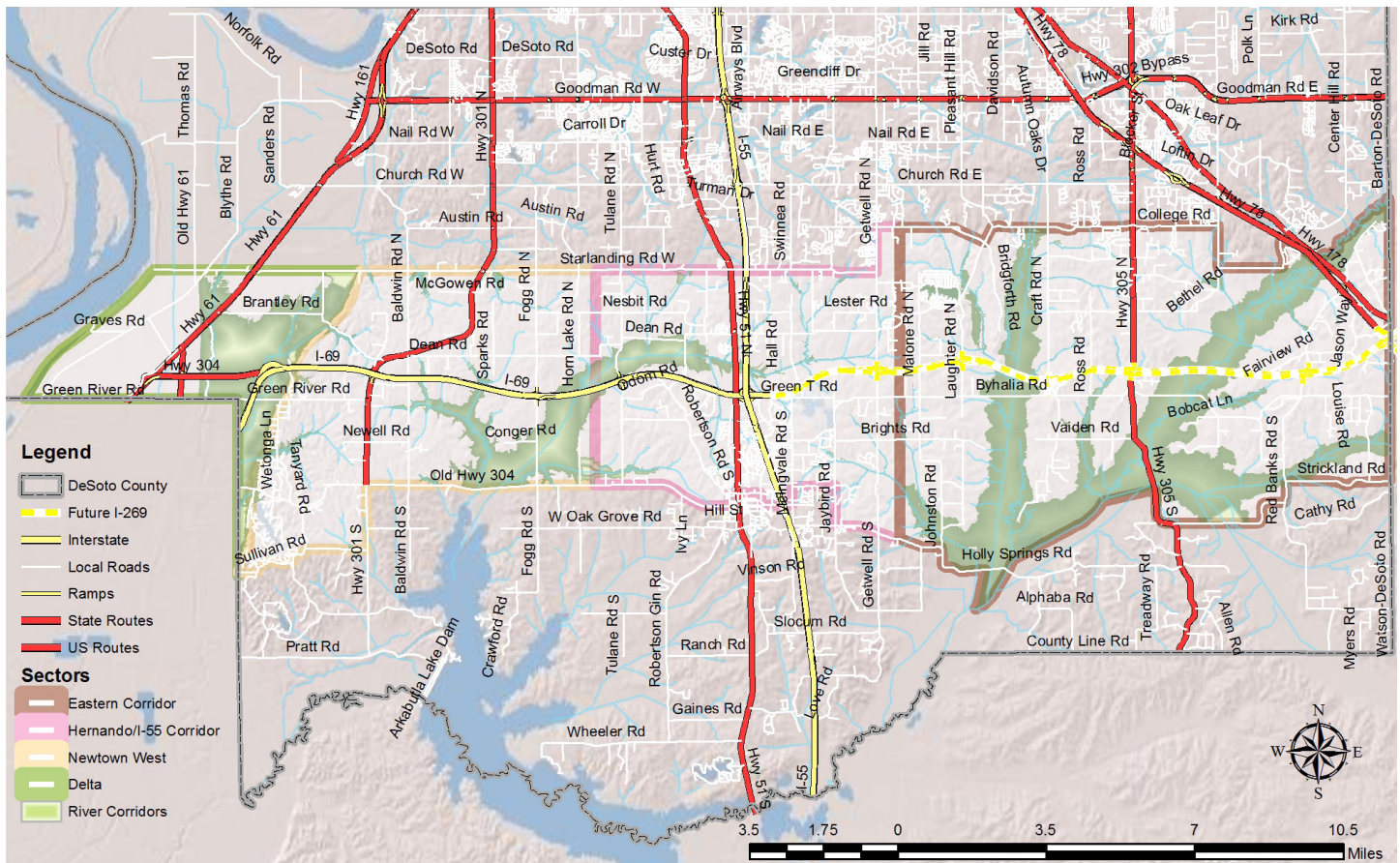
PUBLIC SAFETY, HEALTH AND WELFARE RECOMMENDATIONS

The specific public safety, health, and welfare recommendations for the Eastern Corridor Sector include:

1. When large scale residential development (1,000 units) or mixed-use development occurs it should incorporate all essential public services including but not limited to parks and recreational spaces, schools, and fire/EMS stations. Consider using a Development of County Significance review process.
2. To the maximum extent possible development patterns should concentrate development on smaller lots in areas without tree cover, wetlands, or in River Corridors. Special development regulations can be designed to allow for smaller lots as a trade for the preservation of sensitive natural features. (See Conservation Subdivisions in the Implementation Guide.) Particular focus should be placed on maintaining the green network as proposed in the Greenways and Trails Master Plan.
3. Encourage energy efficient design and promote the use of solar or wind energy within developments.
4. Encourage alternative fuel provision and electric charging stations in residential and commercial development.



RIVER CORRIDORS SECTOR



Map 6: River Corridors Sector Plan

The River Corridors Sector is an overlay of the other four sectors. This sector includes the wooded and wetland areas along the major river and stream corridors in the study area. The primary tributaries include the Coldwater River, Hurricane Creek, and Panther Creek.

GENERAL RECOMMENDATIONS

1. Promote the retention of these areas as relatively undeveloped to preserve their natural function in water quality management and to prevent damage to built property by flooding.
2. Promote these areas (when feasible) as recreational opportunities with features like the Coldwater River Blueways which contribute to the local quality of life. Encourage eco-tourism and outdoor recreation related enterprises and businesses.
3. Maintain connectivity of these corridors to serve as key wildlife corridors, and provide a natural draining system that can support the countywide sanitary sewer system which supports development in less sensitive adjacent areas.
4. When development occurs, promote the use of conservation subdivisions to build on the most suitable land with the least amount of infrastructure while preserving the most sensitive natural functions and features of River Corridors.



Above: Coldwater River

APPROPRIATE PLACETYPES

- Natural Landscapes
- Rural Residential
- Village
- Conservation Subdivision
- Traditional Neighborhood



